

Green Light

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Green Light

January, 1972
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D. J. Davidson, Editor

Member

Association of Railroad Editors, International Association of Business Communicators and Colorado Industrial Press Association

Correspondents

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Western Railroad

System Banquets To Honor Retirees

Banquets are to be held at various locations on the Rio Grande during January to honor employees who have retired during the past year, and also to honor those who have attained 50 years of service with the company.

The banquets are sponsored by the Rio Grande and the System Veterans' Clubs.

A schedule of locations is included on this page. Those planning to attend, in addition to the invited guests, are requested to get their reservations in early, as seating is limited at some locations.

Reservations may be made by contacting a Vets' Club officer in your location.

Retirement Banquets will be held for employees who retired during 1971 at the following locations:

Grand Junction	Saturday, Jan. 22
Cafe Caravan	— 7:00 p.m.
Pueblo	Tuesday, Jan. 25
Minnequa Club	— 6:30 p.m.
Alamosa	Wednesday, Jan. 26
Alamosa Inn	— 6:30 p.m.
Salida	Thursday, Jan. 27
Elks Club	— 6:30 p.m.
Salt Lake City	Saturday, Jan. 29
Prudential Plaza	— 6:30 p.m.
Denver	Monday, Jan. 31
Cosmopolitan Hotel	— 6:30 p.m.

On the Cover

Piggyback trailers on flat cars roll over Rio Grande rails. This mode of transportation is used extensively by shippers in both local and transcontinental service.

Rio Grande Is Concerned with Remaining Merger Case

After 16 years and 40 approved consolidations, the modern railroad merger movement is down to a single pending case on the docket of the Interstate Commerce Commission at the close of 1971.

The lone merger case at the start of 1972 includes the petition involving the Rock Island Railroad which was filed between 1963 and 1965 by the Union Pacific, the Chicago & North Western, the Southern Pacific and the Atchison, Topeka and Santa Fe Railroads. Altogether it embraces 14 separate applications and various cross petitions for inclusion.

This merger case is of great concern to the Rio Grande Railroad as it faces a major problem if the Union Pacific, its only competitor for rail traffic across the central transcontinental route, was to acquire the lines of the Rock Island linking Denver and Colorado Springs with the Missouri River gateways of Council Bluffs, Iowa and Kansas City and St. Joseph, Missouri.

The Rock Island has teamed with the Rio Grande in hauling cross-country freight which would obviously not remain should the Union Pacific absorb the line.

The Rio Grande mustered its full legal and technical defenses to convince the public and the Interstate Commerce Commission that the merger either must be forbidden, or, if it was permitted, that the Rio Grande be allowed to acquire the Rock Island lines extending from the Missouri River to the Rocky Mountains.

It is conceivable and possible that an agreement may be reached to the satisfaction of all the railroads concerned.

New Retirement Tax Goes Into Effect

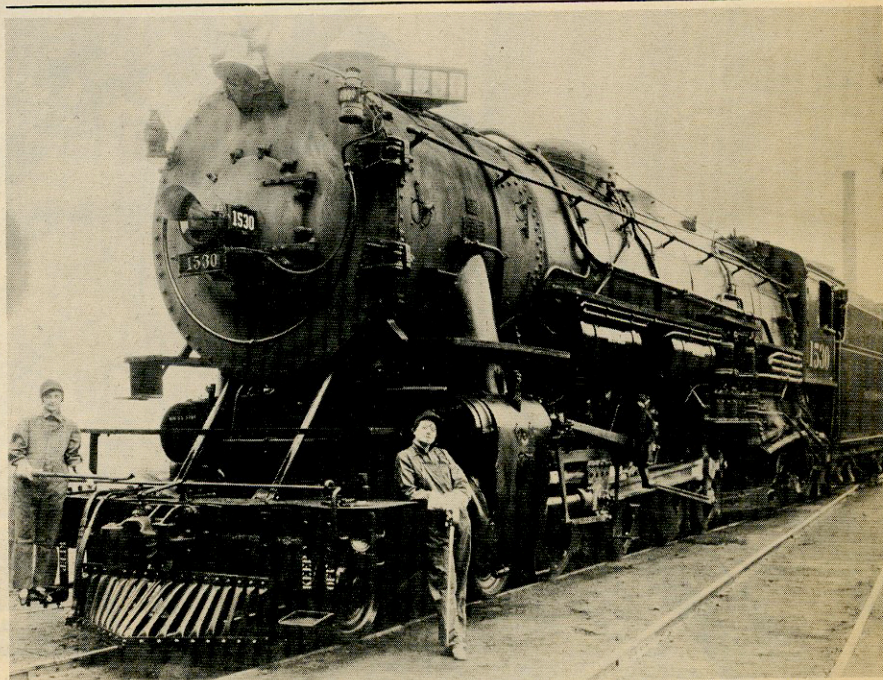
All Rio Grande employees should note that effective January 1, 1972, and continuing through the year, unless there are changes, the following tax rate under the Railroad Retirement Tax Act will be in effect.

Taxable income on monthly earning has been increased to \$750.00 with a maximum monthly tax of \$74.63. Employees will be taxed on

the first \$750 earned each month.

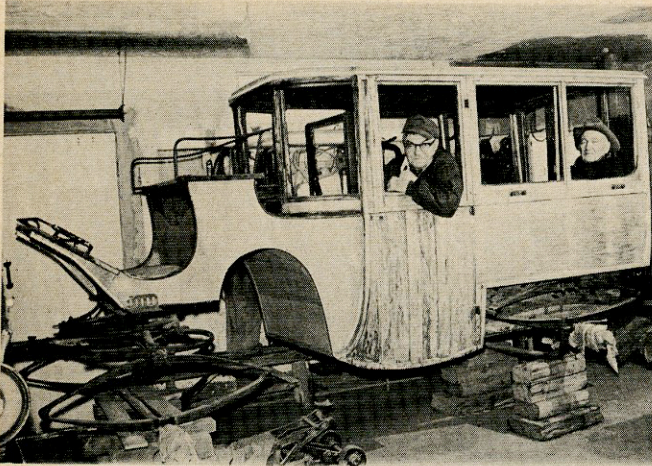
Percentages of the maximum monthly tax paid will be broken down with 9.35 accruing to Railroad Retirement and .60 going for Medicare, making a total of 9.95 percent.

Unemployment Tax to be paid for each employee by the railroad remains at 4.0 percent of maximum monthly earnings of \$400.00.



WHO SAID WOMEN'S LIB WAS SOMETHING NEW? According to the stencil marks on the valve head casing, the above photo was taken in 1926, about three years after the 1530 was built. There are no stencil marks apparent on the two young ladies posing with wrench and oil can. Does anyone recognize them? If so, send your identification to the Green Light. Photo was furnished by S. W. Huntley, Jr., from Hoyt Lakes, Minnesota.

Rebuilding Vintage Carriages Is Relaxing Hobby.



BERT WELLS, left, and Ervin Ormsbee, are shown in the 1861 Cunningham carriage being restored by them. (Photos by Cheedle)

What does a retired Rio Grande trainman do for relaxation. He follows his hobby, which is transportation related, by rebuilding and restoring vintage carriages to their original luster.

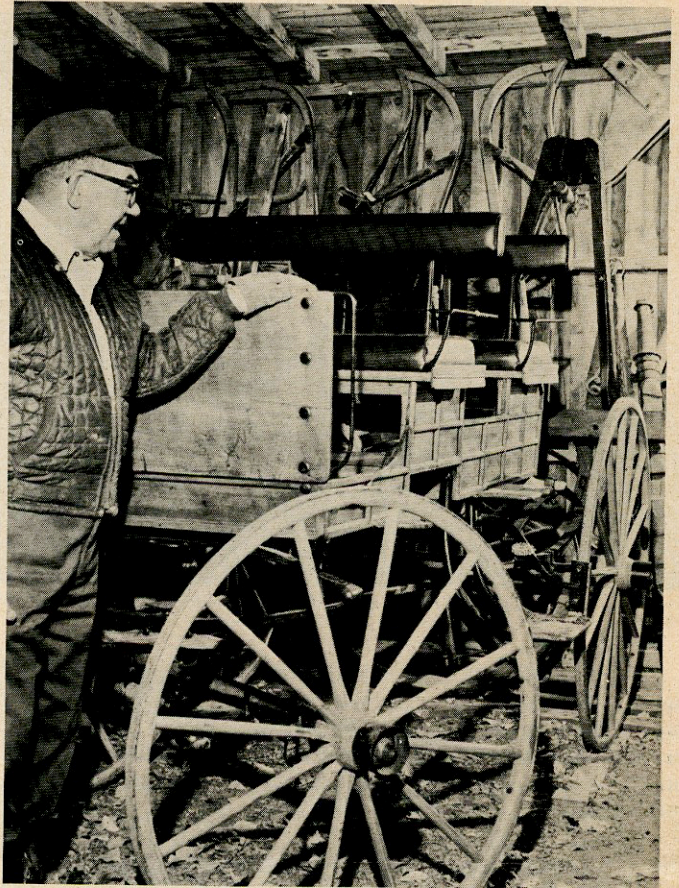
Bert Wells, who retired in the spring of 1971, has a special love for the horse-drawn carriages of yesteryear. His fame has become known countrywide in this field.

Bert located a carriage originally built in 1861 at Fowler, Colorado, and transported it to his home at Grand Junction. Enlisting the aid of a carpenter friend, Ervin Ormsbee, the two men began the task of restoring the carriage in Bert's dimly lit garage. The carriage, once used as a pallbearers' mode of transportation a century ago, was a thing of beauty in its day. The two men have been working on it for over three months and will be ready for the upholsterer and painter before too long.

Due to Bert's accomplishments in restoring these vintage carriages, it is not unusual for him to get calls or letters advising him where some rare horse-drawn conveyance may be found. He bought this carriage for \$150 and had to build a special outfit to transport it home.

Although the carriage looks square, it isn't. Everything is curved and had to be fitted. Even the glass is curved and had to be ordered from California.

The carriage denotes the pride men took in their work years ago. According to the metal plate on one of the wheels, the carriage was built by Cunningham at Rochelle, New York.



A BREWSTER BUGGY, built in 1861 for William Gilpin, the first territorial governor of Colorado, is being examined by Bert Wells prior to being restored to its original beauty.

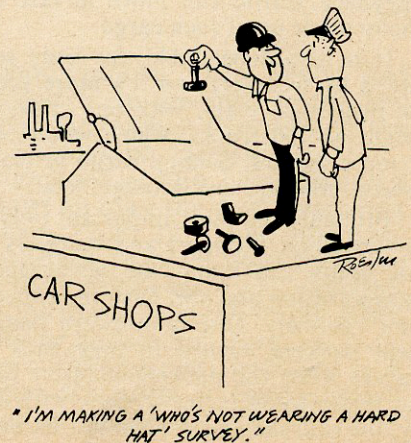
Last winter Bert located a carriage that will be the project for the two men during the winter months. This carriage built by Brewster, master craftsmen of that day, was constructed for the first territorial governor of Colorado, William Gilpin, in 1861. What makes this carriage unique is that it has oak springs, a rosewood body trimmed in brass, with wheels and undercarriage made of hickory. This will be another showpiece when completed.

Bert has two other carriages at home originally built by Brewster that have been restored to their original beauty.

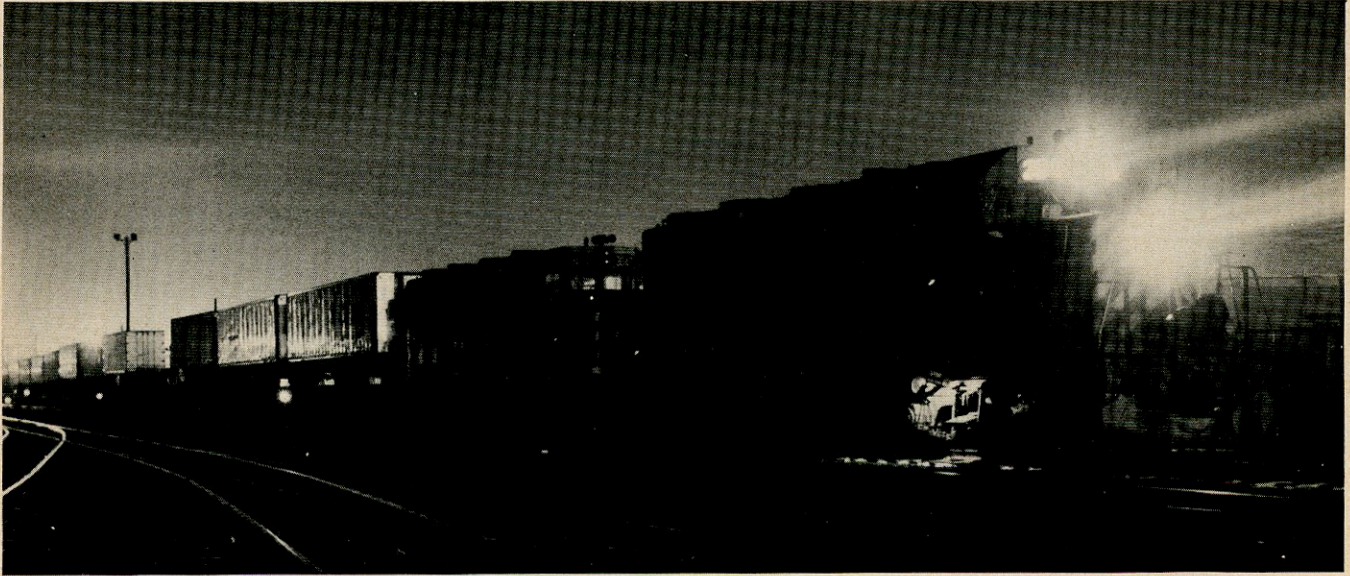
RECENT APPOINTMENTS

J. E. Armbrust, Asst. to Division Car Foreman and Wrecker Foreman	Denver
L. L. Barenberg, Staff Assistant	Denver
C. J. Burroughs, Engineer of Structures	Denver
H. D. Gibbs, Diesel Instructor	Helper
C. M. Haefner, District Manager	Chicago
G. A. Lee, District Manager	New York City
W. D. Lucore, Road Foreman of Equipment	Denver
R. F. Millsap, District Representative	Chicago
D. C. Orris, Manager, Intermodal Services	Denver
L. R. Parsons, Manager, Equipment Planning	Denver
C. H. Smith, Manager, Market Research	Denver
V. Sacco, Road Foreman of Equipment	Grand Junction
L. L. Taylor, National Accounts Executive	Denver
R. L. Todd, District Representative	Atlanta
L. P. Wood, Asst. to Manager, Intermodal Services	Denver

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Piggybacking Is A Ride to Lower Prices



OVERNIGHT FROM DENVER to Grand Junction and Salt Lake City for early morning delivery to the consignee.

Back in the 1800s, somebody — nobody knows exactly who — decided it was too much work to unload a wagon and reload its contents into a railroad car. So the loaded wagon was driven right up onto a flatcar, made secure and taken to its destination. The horses were left behind, of course.

It was a good idea, and it caught on. Many farmers used it, and it proved especially convenient for traveling circuses. They, incidentally, did take their elephants and other animals along.

That sort of business wasn't considered terribly important to the railroads then. But they hail it now — because that was the birth of railroad piggybacking, or, at least, one of its births.

The concept was re-invented in 1926 in a more familiar form. It was then that truck trailers began to take a ride on the flatcars of many railroads. But the service did not begin to achieve real volume until the 1950s.

Piggybacking, which is used to describe both TOFC (Trailer - On - Flat - Car) and COFC (Container - On - Flat - Car), has grown fast. In 1956, the number of cars loaded with trailers or containers amounted to 207,783. In 1970, the figure was 1,264,501.

Piggybacking combines some of the advantages of both truck and train hauling. For one thing, it's fast. It's quick and easy to handle trailers and containers. And piggyback traffic can move in fast freight trains, often wholly made up of such cargo.

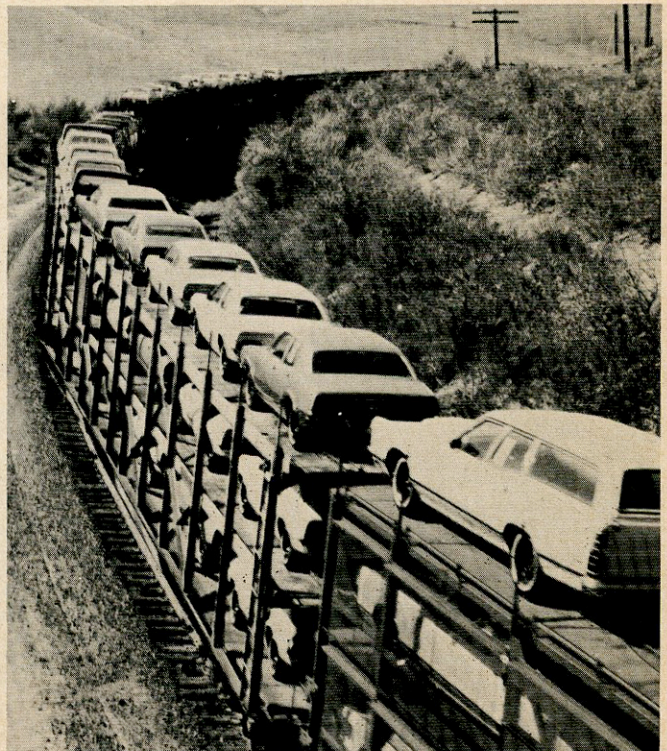
It is also dependable, for train service is rarely disrupted by weather, and it's more economical. One 100-car piggyback train, with one crew, can move as much freight as 200 trucks, which would, of course, need 200 or more drivers. Sealing cargo in trailers and containers reduces pilferage and damage, too.

Probably the most important plus for piggybacking is its flexibility. Shippers and receivers located away from rail heads can enjoy the advantages of low-cost rail transportation and still have the convenience of "door-to-door" delivery. One midwestern line, a major hauler for meat packers, turned to piggyback use of refrigerated trailers when the packing industry decentralized. Had it not begun using reefer-trailers, with their greater flexibility, the railroad might have lost its meat business to high-

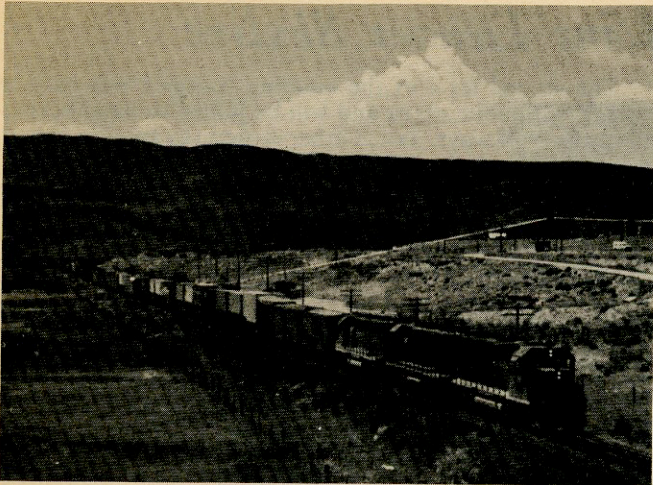
way carriers. As it is, the line has retained nearly all of it and delivers, in some cases, directly to retail stores.

One of the most important developments in piggyback hauling came in 1954, when the ICC ruled that railroads could haul trailers on flatcars without holding a motor carrier certificate. Under later ICC rulings, railroads were given permission to handle trailers or containers owned by themselves, by truck lines or by shippers, under various rate arrangements.

Railroads operate their piggyback service in varying ways. Many buy their trailers to provide wholly owned, door-to-door service. Others lease trailers and containers.



NEW AUTOMOBILES also take to the rails and arrive in first-class condition when piggybacked from the assembly plants to the dealers' showrooms.



TAKING THE LOAD off the highways, Rio Grande gives fast piggyback service to its customers in the area it serves.

Some work with trucking firms or haul trailers owned by shippers.

Many railroaders believe the whole concept of piggybacking is still in the transitional period, with more innovations in the offing. For instance, the flexibility of containers may cause them to eventually outstrip conventional trailers in use.

The containers can be used with equal ease in various modes of transportation. It's possible for a shipper to send out a container by truck for loading aboard a train. The train then can take it to a seaport, where the load may be transferred to a ship for delivery to a foreign buyer, all without the container ever being opened.

The shape of containers, most of which are of reinforced steel, makes them convenient for stacking at warehouses, aboard ship or even outdoors. The last possibility, stacking outdoors, as might be done in a combat zone, is one reason the armed forces have joined the ranks of believers in this new way of moving freight. Another reason is economy.

A breakthrough in transoceanic use of containers came only a few years ago, when the International Organization for Standards agreed on sizes. It specified that containers be eight feet wide, eight feet high and in lengths of 20, 30 and 40 feet. Later, the organization agreed to a fourth length of 10 feet.

Before this, the random shapes of containers made it difficult to interchange cargos between modes of transportation and almost impossible to plan the most efficient use of space and handling equipment.

Now, containerization has caused many land carriers to change the structure of their freight handling. It's also revolutionizing the maritime industry by spurring the development of new ships, modernized port facilities and ingenious handling techniques.

Railroad terminals have been designed with the special needs of trucks in mind. They include ramps and "piggypackers," mechanisms for lifting containers. Nearly all operators are adding overhead cranes to their terminal facilities.

No railroader will predict that the trailer or container on a flatcar will ever completely replace the more familiar types of rail cars, but nearly all are betting that piggybacking will continue to gain.

In the carefree world of a child, piggybacking is a ride on someone's shoulders. In the cost-conscious world of transportation, piggybacking is a ride on a flatcar, to lower expenses and, for the consumer, lower prices.

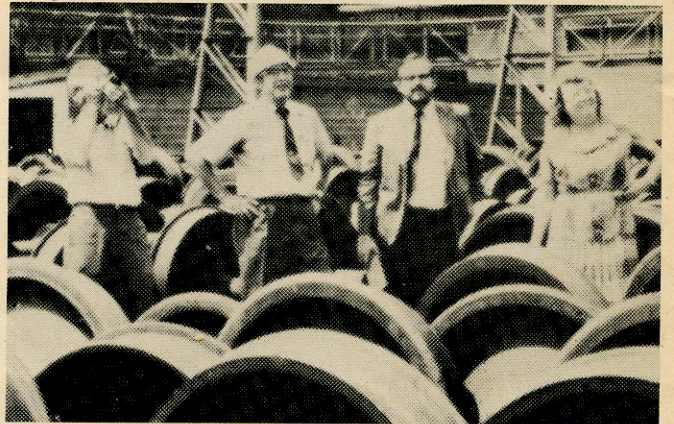
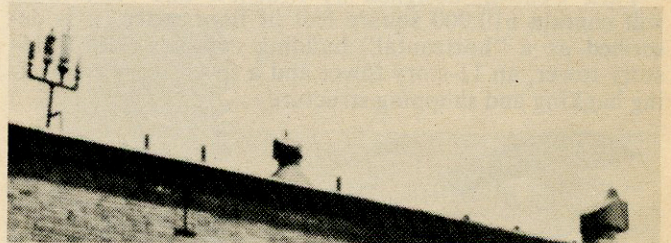
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Did You See It in Empire Magazine?

A letter to Empire Magazine, the Denver Post Supplement, from Donna J. McKercher, a legal stenographer for the firm of Zarlengo, Mott and Carlin, wishing someone on the staff would write a story on big whistles in the Denver area. Miss McKercher is a whistle nut of sorts.

The letter was referred to John Buchanan, one of the editors, who after much research through Ma Bell's yellow pages and the Denver Post library found nary a mention of whistles.

There were train whistles and small air whistles that didn't qualify and most of the larger whistles were discarded many years ago. However, there was one steam whistle still in operation and that is located on top of Rio Grande's Burnham Powerhouse.



ORIN SEALY, staff photographer for Empire Magazine, focuses on the four-cluster brass whistle on top of the Burnham powerhouse. Looking on are Red MacDonald, shop superintendent, Cary Stiff, staff writer, and Donna McKercher, who started it all.

Empire's ace photographer, Orin Sealy, and Cary Stiff, staff writer, were assigned to the job. Accompanied by Miss McKercher they visited the Burnham Shops to photograph the whistle.

The whistle is composed of four bass pipes in a cluster. It can be heard all over the downtown area at 7:20, 7:30 a.m., noon, 12:20, 12:30 and 4:00 p.m., Monday through Saturday. In years gone by many residents would set their clocks by it and railroaders who lived close by would have to hurry when the first whistle blew or be late for work.

"In quest of Denver's Whistles" was told in a recent issue of Empire Magazine. A very interesting tale in the search of whistles.

Park Central Skeleton Joins Denver Skyline

Building watchers and sidewalk superintendents are avidly watching the Park Central building complex rise where once many old buildings stood.

The steel framework for the three connected structures was completed on November 16, one year after the Interstate Trust Co. came down in a cloud of dust.

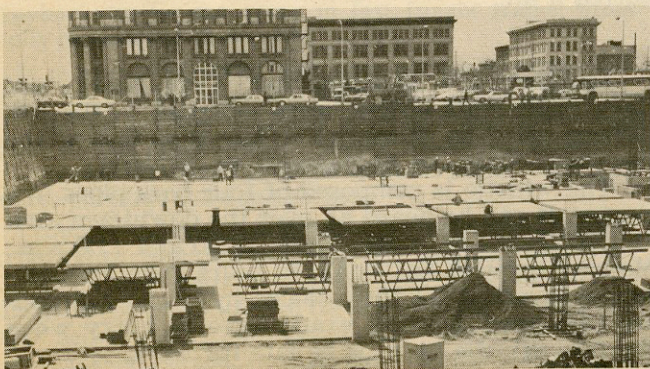
The complex is composed of a 210-foot tower on 15th Street; a 146-foot tower on 16th Street, and the two towers will be connected by a 95-foot building. Major tenants of the 16-story, 210-foot tower will be Central Bank and Trust Co., Rio Grande Industries and its subsidiaries, which will include the Rio Grande Railroad. There will be retail stores and restaurants in addition to the offices in the complex.

The first steel was positioned on June 28; the first sheet of anodized aluminum-solar bronze glass was installed in December, and the building complex is scheduled for completion in October, 1972.

Park Central, designed by Muchow and Associates, will contain 610,000 square feet of floor space. It is described as a "horizontal" building complex with a 16-story tower, an 11-story tower and a seven-story connecting banking and shopping structure.



CLEARING THE WAY for construction of Park Central's three-tower structure was the destruction of the Interstate Trust Co. on November 16, 1970. Building was demolished by dynamite. Photo was taken moments after the blast rocked the building.

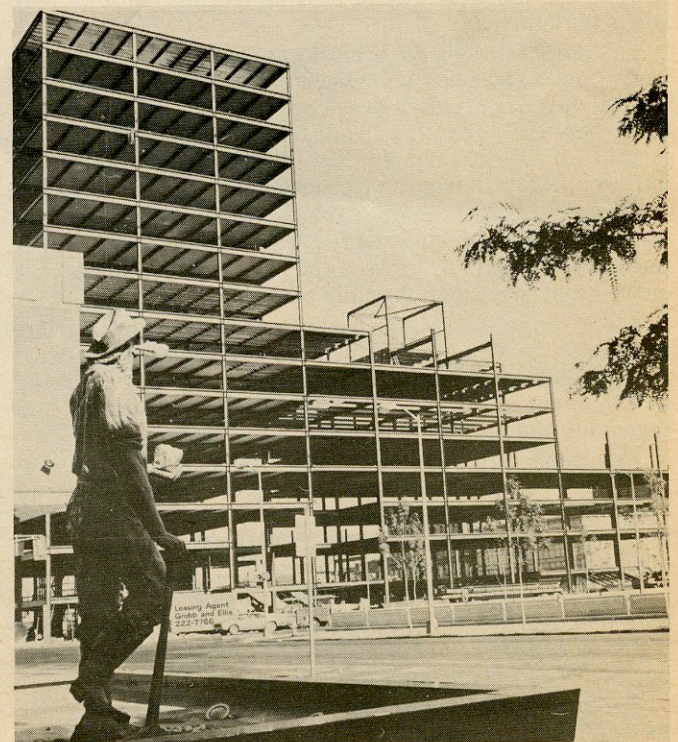


CONCRETE WAS POURED during the month of April '71 for the parking levels. Movable forms were used which hastened this phase of construction.

The second level of the building complex will have a landscaped public plaza and will be joined to neighboring plazas by walkways. When other structures are completed in the Skyline Urban Renewal program, pedestrians will be able to walk through the multiblock area without having to cross at street level. Three levels of parking will extend under the building complex and the park area facing Arapahoe Street.



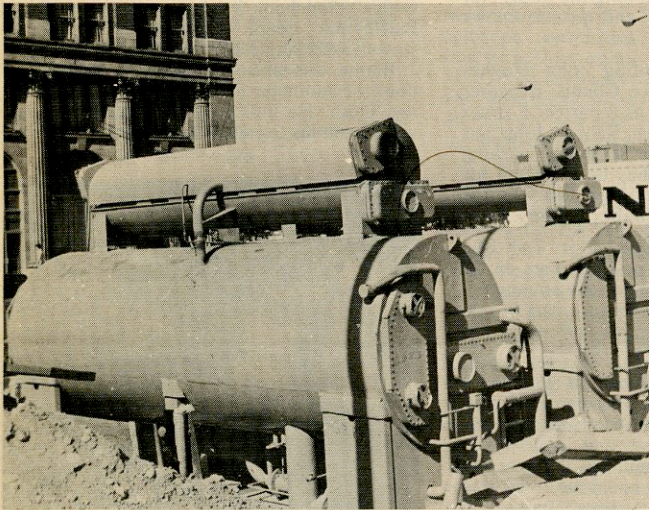
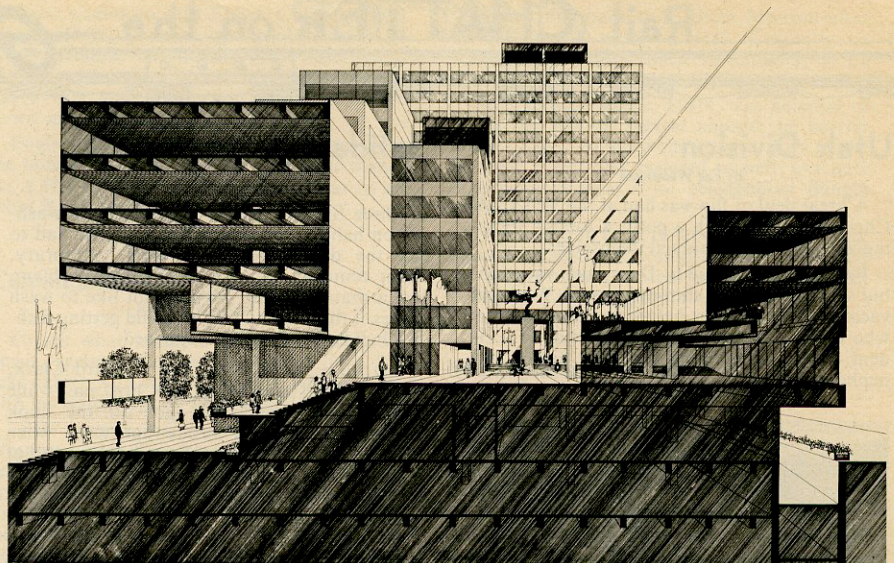
EXCAVATION was well under way by March 1971 for the parking levels.



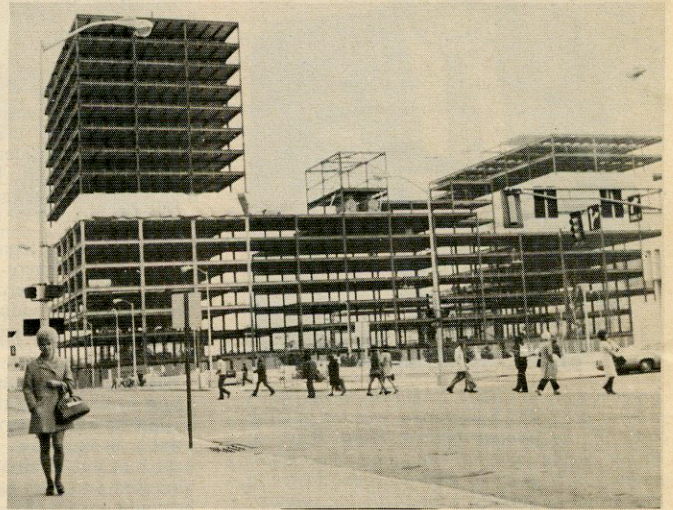
THE OLD MINER, a statue at the entrance of Brook's Tower, watches as construction progresses in September, 1971.

Park Central

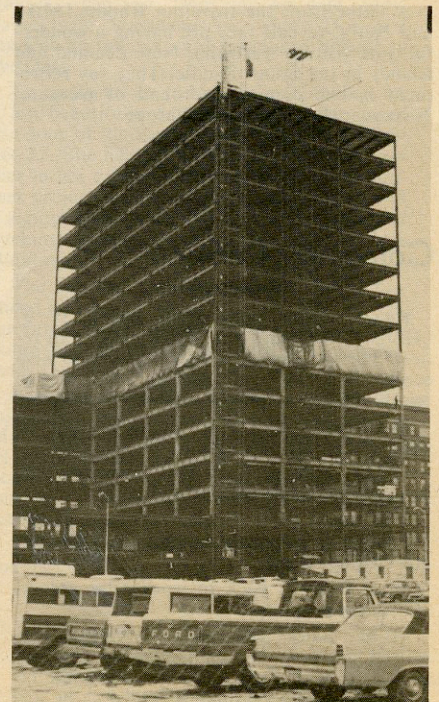
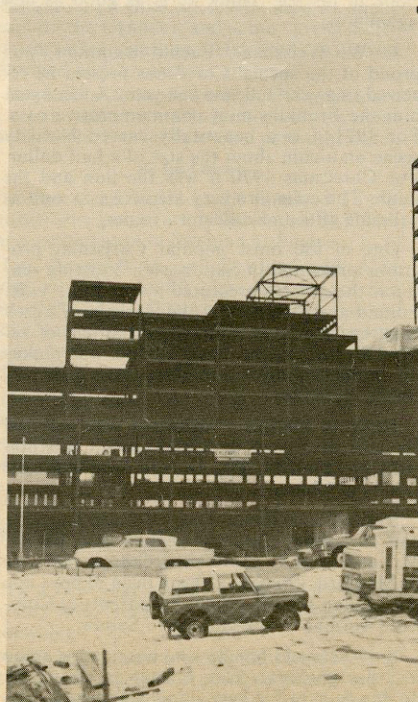
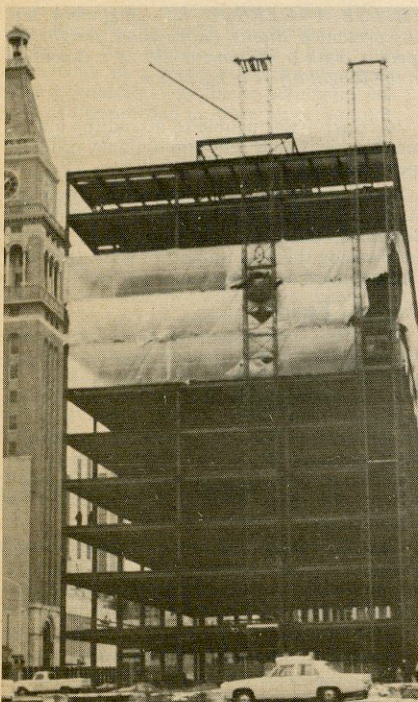
AN ARTIST CUT-AWAY DRAWING of Park Central shows how the various levels will look upon completion. The view is looking towards 15th Street from the 11-story tower.



HUGE AIR CONDITIONER units rest at the construction site prior to installation in the building complex.



STEELWORK WAS COMPLETED on November 11, 1971, one year after initial "blast-off."



THE THREE TOWERS, with the completion of the steelwork, await the outside skin which will enclose the buildings.

Rail CHATTER on the Grande

Utah Division

By Fae Woodward

A great deal of fun was had at the Vets Club Christmas Party with a potluck dinner, dancing and prizes. All enjoyed themselves.

Pete Simonetti had a December vacation, but spent it at home shoveling snow. While on vacation, Mary Perry helped her sister-in-law who is recuperating from an automobile accident. Mary is enjoying her four nieces and nephews.



THE LATE HEBER SMITH, local chairman of the UTU-Switchman, was the guiding light in the annual United Fund Drive at Roper during their fall campaign. As a result plaques were given as awards of excellence to this group of employees for their fine support.

Chad Chesnut had the flu while on vacation.

A letter from the traveling Rhodes, Mike and Netta, reveals they are having a wonderful time visiting Australia, New Zealand and islands in the South Pacific. They say retirement is one continuous round of pleasure. Next year they plan to see Europe.

Colorado Division

By Anne Darling

Recent visitors were J. O. Smith, W. J. "Hutch" Hutchings and Bill Rudolph, all retired. Harper Taylor, janitor, came in to wish every one a "Merry Christmas." It is nice to see the retired employees every now and then.

Sympathy to Bob Nance on the death of his sister last month at Richland, Washington.

Happy to report that Mal Harman's wife is recovering nicely after eye surgery.

Wes and Lucille Henderson spent an enjoyable week before the holidays at Albuquerque visiting relatives.

Walt Duffy is back to work after a short stay in the hospital.

H. M. "Salty" Saltsgaver, track supervisor, retired the last day of December. He was presented with cash as a gift from all his friends and fellow employees. All wish he and Doreen many years of happy retirement.

Salida Comments

By Maribee*

Three Salida railroad wives had dishwashers on hand early for the holidays, but sad to say the dishwashers were only temporary. Their removal wasn't a mechanical problem, just a man problem. Men do not like to wash dishes if there is any way to avoid getting dishpan hands. Here's what happened:

Art Gray, conductor, and Leonard Clark, agent, needed hand lotion for Christmas, while Jim Preston, conductor, got off the hook earlier. Betty Clark broke her wrist when walking to the depot to inform her husband of his brother's passing. The cast came off the last day of the year. Dorothy Gray fell as she was about to step into the family car and suffered a broken wrist. Art is recuperating from housemaid's knee. Theresa Preston sprained a tendon when she was scrubbing the floor. No, Jimmie didn't step on it, and no one knows how it happened.

An apology for demoting John Hughes last month. He is Chaffee County treasurer rather than city treasurer as reported. Former Rio Grande chief clerk at Salida, John has accumulated considerable seniority working as county treasurer. He has been elected for four terms and in point of seniority is the oldest elected official in Chaffee County.

The message from Conductor Ted McDowell read: "There are no more cars on the Monarch, so you need not call me any more." This was Ted's goodbye to many years of railroading as he applied for his annuity in December.

Dave Rentfrow, brakeman at Pueblo, is again available for the dating game, but for a while he went from one extreme to the other. First a broken jaw, which had to be wired, kept him out of circulation, but it also made him slim and trim as he could eat only what he could absorb through a straw. He was just celebrating his return to the table when a motorcycle accident caused him to break a bone in his leg. Think he is as good as new again now.

F. W. Weisshaar, Pueblo trainman, was proud of the special Christmas present he received this year and also last year. A niece sent him the Franklin mint commemorative coin. For 1971 it is a beautifully carved Nativity scene on a coin about the size of a half dollar. For Christmas 1970 it was the lion and the lamb. The coins are very attractive as well as valuable gifts and collector's items.

One of the most popular Christmas programs presented in Salida each Yuletide season is the cantata presented by the Rev. A. R. Edlund and members of the Christian Church congregation. Rev. Edlund is the son of retired Minturn agent, Nick Edlund, who makes his home at Salida and fines those guilty of traffic violations.

Douglas Madden, brakeman who suffered the loss of a limb in April, spent Christmas with his brother, Dr. Donald Madden, and family at Chicago.

Retired switchman Frank Gibson and wife had as holiday guests a nephew and family, Mr. and Mrs. C. P. "Tyke" Gibson and sons of Medford, Oregon. Tyke, a dean of boys in a junior high school, visited his parents at Colorado Springs before coming to Salida.

A 17-year-old female who has a boy's name lost her mistress. Her master is physically unable to care for her. Good Samaritans, the Leonard Clarks, came to the rescue and are

providing a temporary home for Denny, a black and white spaniel, who was saved from the dog pound 17 years ago. Her adopters thought she was a boy and named her Dennis, changing it to Denny after the discovery. Denny is a TV fan with a special affinity for westerns. Betty Clark has fixed up a large pad and pillow in front of the TV set and both of them can be found quite often enjoying the programs together. Being a house dog all these years, Denny has spent hours trying to figure out where Peanut fits in. Peanut is the Clark parakeet.

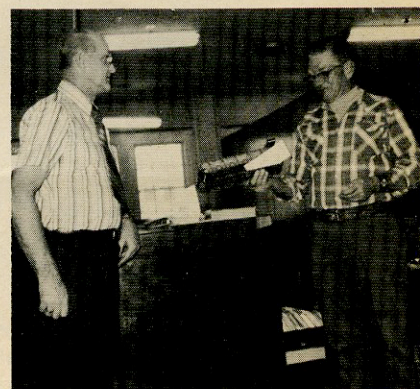
*Mary B. Cassidy

Salt Lake Freight Office

By H. O. Hunger

On December 14 in the Salt Lake Freight Office, a luncheon was held in honor of Blaine Palfreyman, freight inspector, and Joe Carrol, stower, who both recently retired.

Blaine was presented with an indoor-outdoor thermometer for use at his ranch at Oakley, Utah. He indicated he would appreciate visits from his friends at any time.



VICTOR ANDERSON, left, chief clerk, has just presented Blaine Palfreyman, freight inspector, with a retirement gift at a luncheon in the freight office in his honor.

Joe Carrol was unable to attend the luncheon, but his friends sent him a money order to spend on a trip.

Some of our retired freight office employees at the luncheon were Lillian Ledingham, Ed Simmons, Ed Cone and Herb Beck. It was good seeing them again and to learn they are all enjoying their retirement.

Salt Lake Keglers

Heartiest congratulations to the Prospectors team of the Rio Grande Bowling League who won first place in the Salt Lake City Bowling Tournament held on Dec. 4-5 in the handicap team event. They rolled a 2644 scratch series with a 531 handicap, making a total series of 3175. The team consisted of Vic Casias, 546; Darwin Kincaid, 507; Dave Altop, 574; Andy Gallegos, 475; and Paul Crowder, 542.

The Rio Grande Bowling League is very proud of the members of this team and their accomplishments. Their trophies were presented during the regular league bowling night of December 29.

The Salt Lake Freight Office would like to send greetings to all the Rio Grande family and wish everyone a very Happy and Prosperous New Year.

From the White House

Revenue Accounting

By Walter Brooks

Many of our retired friends came in this past month to extend greetings to all for the coming year. Among them were Sturgis Smith, Frank Morfeld, Dicie Andrews, Earl Gethel and Martin Eskildson.

Congratulations to Katie O'Connell. A new grandson was born on December 28.

Ralph Brown took the last week of December for a snowmobile tour through Yellowstone National Park. Wonder if he was the one responsible for the recent snowstorm by bringing it back with him.

Jim and Ella Jamison received sad news on Christmas of the death of her sister in Detroit. Sincere sympathy is extended to both.

Maxine Connor and Anna Marie Runge spent their vacation shopping and enjoying the holidays.

This office was saddened to learn of the death of Hugh C. Edmiston, retired auditor of the Rio Grande, on December 24. Hugh retired in 1953 with 53 years of service with the railroad. He is survived by a sister at Denver.

Greetings and best wishes for happiness in the future is extended to all our friends.

System Freight Agency

By Charles Cutforth

Bernie Dee and wife, Marion, are sporting holiday tans which they received while visiting their daughter, son-in-law and grandchildren at Phoenix. Bernie was happy as he broke par on the back nine. The Ray Oakley family spent Christmas with relatives in Kansas.

From the looks of the beautiful clothes being sported on the third floor, it had to be a good Christmas. John Nimrod has a beautiful purple shirt and tie, but the most striking of all was Bill Benton in his new "rainbow tie" which, when he wears it, has a pot at the end. Thought: It's always nice to get money for your birthday. It's always the right size.

Personnel

Sincere condolences to the family of Elizabeth Harvey who passed away after a long illness. Mrs. Harvey, who was the manager of the Denver Rio Grande Credit Union, had many friends as a result of her knowledge in money affairs. She was able to help many employees of the railroad in more ways than one.

Mrs. Marie Osborne has been named manager of the Credit Union and is assisted by Mrs. Marie Boyle.

The Ed Baldridges spent the holidays visiting their daughter and family at Pacific Palisades, California.

The flu bug or some such has been overactive in this office, with the effects being felt by Norville Cox, Catherine Behrens, Ann Eckberg and Ernest Sampson.

Ed Clark, following his holiday vacation, did his civic duty by serving on a jury.

Vern and Illa Mae Immoth had a pleasant vacation by journeying to San Francisco.

Engineering Department

By Jeanne Gustafson

Congratulations to Chuck Burroughs on his appointment as Engineer of Structures. Chuck is taking over the duties of Art Cudworth who recently retired.

The Russ Bunker family is having a siege of chicken pox. Not a very nice gift for Santa to leave at their threshold. If, when talking to Russ, you see spots before your eyes, you'll know he caught it from the children.

Green Light

Good wishes go with Chuck Colborg's oldest son, Ronnie, who has enlisted in the U. S. Army. Ronnie left January 3 for basic training at Fort Leonard Wood, Missouri. Hope he has a safe and interesting sojourn with the Army and returns home quickly.

Engineering personnel seem to have spent the holidays quietly, and all send their wishes for a Happy and Successful New Year to all other Rio Granders.

Communications

By Jack Halfacre

To see what made it "tick" started P. D. Lewis, system teletype maintainer, on a 35-year career with the Rio Grande which ended with his retirement on December 15.

"PD" began his work history with the Western Union Telegraph Co. in 1926 where he learned to be a printer-operator. After three years with that company, he joined the A.P. Wire Service where, during his seven-year stay, he became interested in teletype machines and how they operated mechanically. He spent many hours on his own time tearing them down to see how they operated.

On November 11, 1936, PD heard of an opening on the Rio Grande as a part-time telegrapher. He applied and was hired by the then superintendent of telegraph, A. S. Hunt. This work was very spasmodic, working a few days and being laid off a few days at a time.

It wasn't until 1938 that a position as a seasonal teletype operator was created. PD was assigned to that position which allowed him time to "investigate" the inner workings of the machines. He was assigned a permanent position as teletype operator in 1942 working out of Denver. In 1950 a decision was made to send the machines to Denver where PD could repair them in his shop.

His many friends and co-workers presented him with a Craftsman sabre saw, a complete Xcelite tool kit (like the one he used for many years on the Grande), and some "green stuff" for operating expenses. His lovely wife was presented with an orchid corsage.

In addition to limited travel, PD's plans are to repair teletype machines for various companies in the Denver area on a part-time basis.

By Jim Chavies

Sincere condolences to the family of Frank Sansoti who passed away December 9. Frank was a retired section foreman at Eagle.

Les Brownell is on vacation, and Alex Griego is filling in for him. Al Leonard has opened up a general store — antiques, bottles, rocks and gifts of all kinds — at Florissant, Colorado.

Best wishes to P. D. Lewis who retired.

Glen Brenchley, who has been working with "PD" for several weeks, has taken over the duties that Lewis did for many years. Welcome aboard.

Car Service Records

By Manfred Bauer

It's a new year and a new home for Ruby Kaylor, who recently bought in suburban Lakewood.

Speaking of a new year, our wishes for a better one to Luella Turney who is recovering at her Denver home following an illness in November.

A welcome back to J. Irene Munson after an absence of nearly a year. Currently on leave, but expected back in January, is Le Ona Branting.

AZ3 Tim C. Bauer, USN, was believed to be in the Bay of Bengal aboard the carrier *USS Coral Sea* when the carrier, part of the Seventh Fleet, was ordered to help evacuate American citizens from beleaguered Bangla Dosh.

If you plan to cook turkey in sherry for that special occasion, it would be well to consult Jo Ann Fahrion, a real expert in gourmet cooking—Mmmm good!

Management Information

By Bessie Strange

Enjoying Thanksgiving with their families were Bill McBeth, and Pat and Dale Gipe. Dale took a short pheasant hunting trip, but he won't talk about it.

In December, Vince Gagliardi and family visited Las Vegas. Ron Byrd went to South Point, Ohio, to visit relatives and to Bird City, Kansas, for a visit with his wife's relatives. Melvin McMullen enjoyed a visit from his son in California while on Christmas vacation.

Others who enjoyed families and Christmas vacations were Bob Wilkes, Barbara Mitchell, Bessie Strange and Forest Daubenspeck.

Lu Ann Mattingly enjoyed her vacation with family and entertaining young son, Jeff. Roger Dal Vera said he just fiddled around home.

May everyone have a healthy and happy new year, the best ever.

From the Top

By Irene Stevenson

Christmas travelers going to the east and west include Betty Main, who flew east to Fort Lauderdale, Florida, and Dean Ferguson, who traveled west to southern California. Gene Schmeckpeper, it was rumored, spent the holidays taking that new Ford on various test runs.

The Dick Hambrick home was a "full house" when son, Don, and his wife, Judy, came from Massachusetts, where Don is a student at the Harvard Graduate School of Business.

Congratulations to Mrs. John S. Walker for a job beautifully completed when she closed the door of the Santa Claus Shop on December 22. She helped make many children happier in her capacity as manager of this volunteer project, but we suspect that she breathed a sigh of relief when she gave up her reserved parking spot in front of the Rio Grande Building.

The saga of the Bill Omeron family has ended on a happy note. The new baby arrived, the furniture came from Hawaii, and the new home was completed, practically simultaneously.

And now to the New Year. We were inquiring about New Year's Resolutions. Norm Maris answered "hah, hah"; Chuck Curd put on his poker face as he said, "Well, I'm practically perfect anyway, you see, so I don't need any." So, we didn't complete that project.

Wish all the *Green Light* readers a healthy and happy 1972.

* * *

In case you've wondered, there are two forms of government—the short form and long form.

Burnham Notes

Store Department

By Bill Moeller

Congratulations to John Brugger who became a father again when his wife gave birth to a son, William John. Pop is able to take it as all good fathers do.

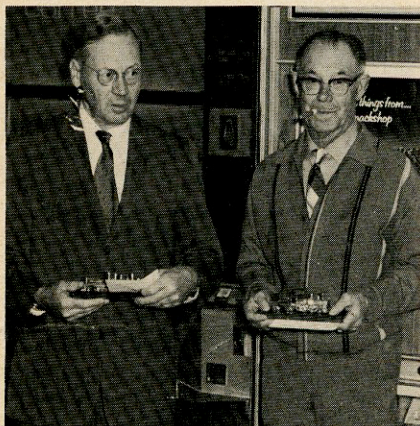
Wilbur Ladd received a gift from his fellow employees upon his retirement after 35 years with the Rio Grande.

Luis Duran was a visitor during the holidays. He is enjoying his retirement, as is Harry Haynes who was also a visitor.

Diesel Shop

By Elmer Schaefer

The E. E. Johnsons flew to Guatemala on a Ports of Call tour over the Thanksgiving holiday and visited many points of interest there. The L. W. Pitingers visited his sister and family at Perris, California.



Two recent retirees at Burnham, Victor Albertson, machinist helper with 25 years' service, left, and George Breuch, machinist with 50 years' service, were presented with replicas of a Rio Grande Montezuma locomotive and some folding green from their fellow employees.

Congratulations to the P. O. Schmidts who were the 11th place winners in the 1971 Adult Home Christmas Scene Lighting.

Sympathy is extended to the family of Lloyd Chandler in the recent loss of Lloyd. Condolences are also extended to the family of Robert Chatham, porter, who passed away. Robert had planned to retire in 1972.

A speedy recovery is wished for those on the sick list. They include Nathan Jones, Jay Chapman, "Red" Middleton, Ray Burks, Dean Allen and Harold Mazzulla.

Recent visitors were Stanley Evans, Shorty Robinson, Bill Stallins, Gene Crosson, Jack Jesson, Bill Hicks, Fred Stake, Lee Ellsworth, Elmer Bishop, Jimmie Martinez, Bob Carter, Jim Partney and Lester Bennett.

Did hear of two shopmen bringing home the venison during the recent hunting season. Dale Truckenmiller bagged a four-point deer, and Adam Bronish reported a three-point bull elk and a four-point deer were put away in the larder.

Gene Crosson and Art Berglin are planning an air-rail trip to visit friends and relatives in Sweden, Norway and Switzerland in June of this year. Art is learning the Swedish language and Gene is mapping the sights to see and do. Happy days ahead.

Page Ten

Denver Vets

By Foyle Troxel

Election of the 1972 officers was held at the December meeting of the Denver Vets and Auxiliary Clubs. Refreshments and Christmas gift exchange was enjoyed by about 60 members.

Officers elected for the coming year were: Pete Ackermann, president; W. L. Hicks, vice president; Iva Andrews, secretary-treasurer; C. W. Troxel, chairman of the board. Board members are John Pounden, Hazel Hoyt, B. L. Hobbs, W. W. Welty, Fred Snyder, Ed Ramey, Bill Moeller, W. L. Sealey and John Schneider.

Officers elected for the Ladies Auxiliary are: Velma Ackermann, president; Verna Snyder, vice president; Dorothy Moeller, secretary; Alice Cutshall, treasurer; Grace Chambers, ex-officio; Fern Hicks, chairman of the board. Board members are Wanda Marquiss, Hazel Ramey, Esther Loible, Anna Matz, Foyle Troxel, Edna Owen, Cordell Koepke, Kathryn Seeley. Other officers are: Anna Duckworth, historian; Kathryn Schneider, cheer chairman; and Foyle Troxel, press chairman.

While the Vets Club has a very good membership, a great number do not attend the meetings. Make a New Year's resolution to attend the meetings and support and enjoy the fellowship of your club.

There will be an installation of officers at the January 20 meeting, also refreshments.

Make your reservations to attend the retirement banquet on January 31 at 6:30 p.m. at the Cosmopolitan Hotel. Contact Iva Andrews or Vern Immroth for tickets.

Vera and John Pounden flew to California to visit their son and daughter-in-law. Helen and Syd Pelta spent Christmas with California relatives. The Troxels enjoyed a train trip to Grand Junction to spend Christmas with friends.

The "cold bug" hit Gladys Watts some time ago, then she had sacroiliac trouble. She is feeling better now. Louis Villano has hip surgery December 28 at St. Anthony's Hospital. He is doing nicely but would enjoy cards.

Grace Chambers has had a very bad cold for several weeks. Kathryn Schneider is recovering from a virus. Omah Swanson is now driving her car. Her husband, John, has moved to Temple Nursing Home.

Best wishes for a healthful and happy 1972.

Pin Clatter

By Charles Graham

The Back Shop is still in first place with 45 wins and 23 losses in the Men's Bowling League at Denver. Lew Wurm holds the individual lead with a 181 average. Walt Fischbach has edged out Steve Minor as the most improved bowler with a 168 average, 15 pins over last year. Al Fjeldsted holds the high scratch series with a 636. Les Stone holds high game honors with a 242 game. Bob Linnets' 702 handicap series is still high, and Wilbur Ladd's 270 handicap game still holds.

Ron Bott bowled the only 600 series the past month with a 208, 226, 183 for a 617. Chris Kilker earned a triplicate award with three 120's in one evening of bowling. Bob Grawey earned an all spare award when he left only one pin in each of the ten frames and converted them all to spares.

* * *

The American colonist objected to taxation without representation. They should come back and see it with it.

Helper Vets

By Dom Juliano

The Rio Grande Vets Club hosted the Annual Christmas party and visit with Santa Claus on December 19 at the Helper Civic Auditorium. Approximately 200 children attended the party and received a bag of goodies from Santa.



Santa's helpers, from left, are: Ruby Willis, Mrs. J. C. Hansen, Mrs. Bonnie Pagano and Mrs. Peckham.

The New Year's party was held on December 31. Music was furnished by the Melody Four Orchestra. Reservations were sold out well in advance, with an attendance of about 325 people.

This is the highlight of the Vets Club activities each year, and they are happy to be able to supply the Rio Grande employees and their friends with a place to celebrate the coming of the New Year.

Desmond Peckham, president of the Vets Club, and Ruby Willis, president of the Ladies Auxiliary, wish to express their thanks to all who helped with these two affairs.

Salt Lake Vets

By Fred Krauth

The adult Christmas party was a great success with good food and an excellent program and dance. Bob Hunger provided the dance music, and everyone had an enjoyable time. The program was made up of young people from the Salt Lake Valley and was very entertaining.

C. L. Crawford, president, officers and board members gave a lot of time and effort to make the party a success and are to be congratulated. Door prizes were given to the lucky ticket holders.

The Annual Retirement Banquet will be held on January 29 at the Prudential Building, 3300 South State Street, at 6:30 p.m. Those planning to attend should make their reservations early.

The 1972 membership dues are now being accepted and should be sent to the treasurer, Claude Argyle, 3644 South 11th East, Salt Lake City. Membership cards will be sent by return mail. C. L. Crawford, M. A. Yates and Fred Krauth will also have membership cards for those wishing to contact them.

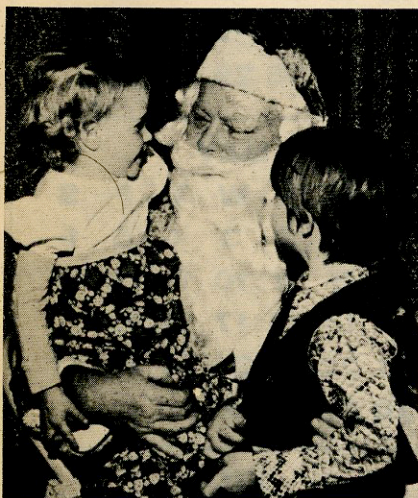
Happy New Year to all.

Rio Grande

West Slope Vets

By Bill Easley

An estimated 550 Rio Grande children were entertained at the Annual Vet's Club Children's Christmas Party on December 20. A big thanks to Charles Lopas, president, Frank Jonick, chairman, and their committee for a job well done.



Tonja West and Jimmie Paul had a nice visit with Santa. (Cheedle Photo)

The 22nd Annual Testimonial Dinner, sponsored jointly by the Rio Grande Railroad and the Western Slope Vets Club to honor all employees who have retired the past year and those who have attained 50 years of service will be held on Saturday, January 22, at Cafe Caravan, at 7:00 p.m.

Please make your reservations early, as space is limited and will be on a first come, first serve basis. When the limit is reached, no more tickets will be sold.

Auxiliary News

Newly elected officers of the Ladies Auxiliary for the year 1972 are: Norabelle Easley, president; Katherine Wiggins, vice president; Susan Thomas, secretary; and Louise White, treasurer.

Elected to the governing board were Irma Dunning, Doris Schultz, Gertrude Pratt, Marg Partridge, Wilma Andrew and Mollie Blodgett. Marge Lopas will be ex-officio member.

The following appointments were made by the president: Hospitality, Lillian Schoening; Social Secretary, Ada Headley; Historian, Oral Cheedle; Publicity, Fern Cook; Chaplin, Rose Corcoran; Decorations Committee, Carmelle Reece and Mary Colosimo; Ways and Means Committee, Myrtle Forstrom, Edna Best, Elma Burrows and Nelly Myers.

Suggestions

Suggestions received for review and discussion:

11364	21431	31143
20594	31126	31158
20702	31140	

The following suggestion was received and for various reasons not adopted:

31141

The following suggestions were adopted. Identification stub should be mailed to the Personnel Office.

17108	19658	21368
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Green Light

Colorado Springs

By Jim Kennedy

Gilbert Allen, carman, enjoyed two weeks' vacation over the holidays with his son and family from Seattle, Washington. Don Curtis, clerk, enjoyed a holiday vacation at home.

John Weaver, night switch foreman, spent the holidays with his son and family at Phoenix, Arizona, where it was sunny and warm. Bill French, agent, enjoyed two weeks' vacation over the holidays.

Pleased to report that Al Thiebaud, retired baggageman, is home from the hospital and improving each day. All wish him a speedy recovery.

Provo

By Rudy Rackele

Grover Martin, carman, is recuperating at home. Wish him a speedy recovery.

Sincere condolences to the Pace family in the loss of an aunt.

The Fred Hoffmans are great, great grandparents. Another grandchild was born to the D. B. Bringhursts.

Congratulations to Orville Swanson who was elected Senior Warden for the coming year in Damascus Lodge No. 10 and to John Boyd who was elected Marshal in the same Lodge.

Salida Vets

By Mary B. Cassidy

Salida Vet's Club officers decided this year that the Christmas party should have its accent on the retired and elderly since few children now comprise the families of Salida railroaders. It was a happy switch.

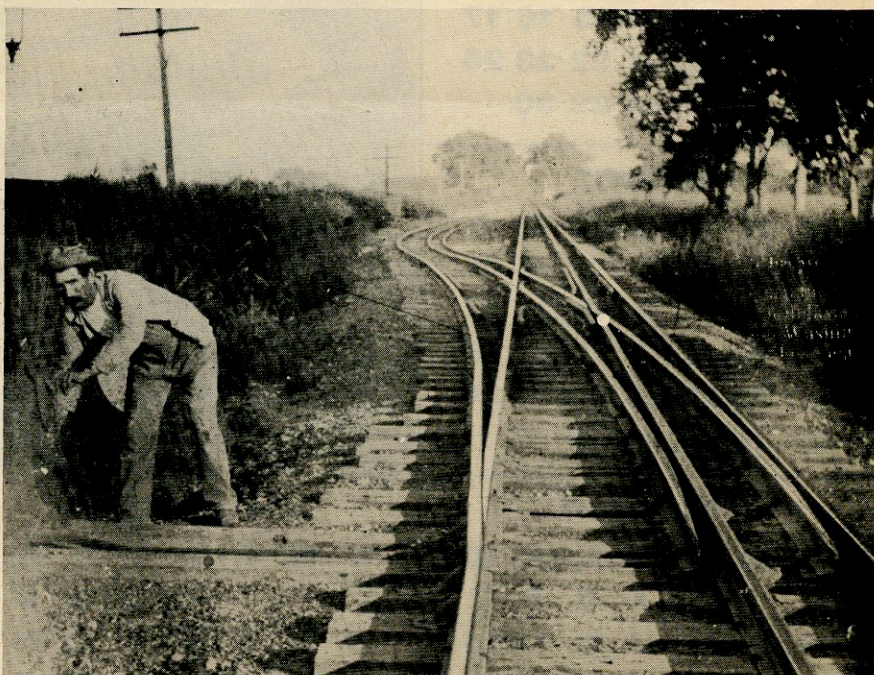
A large crowd attended the covered dish dinner held at the Grange Hall. The Vets Club provided the meat, and the entire dinner was a gourmet treat.

Elva Newcomb, sister of retired conductor Norman Morrison, won the door prize, a turkey. Everyone enjoyed playing bingo for prizes. Stockings were handed out to the 18 children who did attend.

An election of officers held the last week in December resulted in no changes for the coming year. Lyle Bratton is president; Chris Bernstein, vice president; George Kurtz, treasurer; Mary B. Cassidy, social secretary. The board of directors are L. T. Clark, Norman Morrison, Jack Paquette, Chris Bernstein, L. W. "Rip" Heister, Ray Lytle and Herb Cole.

Another gala retirement party is planned by the officers to be held on January 27 at the Elks Club. The Salida Vets Club was responsible in 1971 for returning the party to Salida to honor area retirees. Last year was such a happy affair that those who attended talked about it for months.

Memory Album



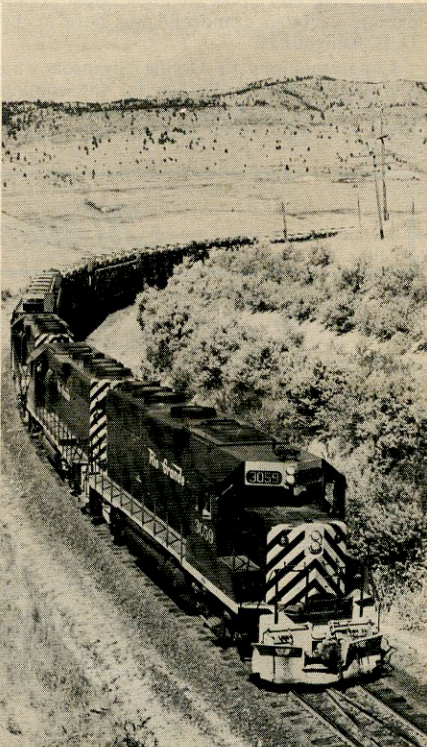
NARROW GAUGE AND STANDARD GAUGE EQUIPMENT was in use when the above photo was taken in 1904 on the Denver Rio Grande main line west of Pueblo near Carlisle station, which has long since been removed. Carlisle was near Concrete, Colo. Dual gauge tracks extended from Pueblo to Leadville at the time. The main line consisted of 85-lb. rail while the inside rail was 65-lb. Ross Smith, deceased sectionman, is shown throwing the switch. (Francis Smith, Portland, photo.)

Notice

The column Grande People will resume next month and will include the retirements and losses for the months of December and January.

Moving?

When moving please include your old address as well as your new address. Allow at least one month for change to be made.

JANUARY S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 ²³ ₃₀ ²⁴ ₃₁ 25 26 27 28 29	FEBRUARY S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29	MARCH S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
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